

# MECHANICS, CHAUFFEURS NEEDED TO MAN GREAT FORCE OF TRANSPORTS

Men of Quartermaster's Corps Have Great Part to Play in War

My country has gone to war. My country needs me. How can I be of the greatest service to my country?

Every man and woman must ask this question—and must answer it according to his or her training, ability and knowledge. Every motorist must ask himself—and herself—this question; but the motorists need not look long for the answer. If you know anything about motor cars; if you can drive a motor truck; if you are a machinist, a chauffeur, a cook who can drive a motor car—you can answer the question quickly and definitely. If you know anything about the army and its most important department—the quartermaster's corps—you can settle immediately the question as to how best you may do your bit.

For there must be a means of transportation for everything an army uses. And it uses a tremendous amount of everything. Wagons and mules distribute supplies to the individual units in the field; but the range of wagons and mules is limited. The modern army must have hundreds and thousands of trucks behind its lines plying between the base of supplies, where ever it may be, and the fighting forces, continually on the move, bringing to these fighting forces all their most immediate necessities—food, medicine, forage, clothing, ammunition, arms, and all the necessary equipment to replace that which is continually being destroyed in action.

Now motor trucks in wartime service are not driven around at the will of their chauffeurs. Motor truck companies are as carefully organized, as thoroughly drilled and constitute a military unit as completely as any other branch of the service.

Autolot May Volunteer in Quartermaster Corps

The man who knows anything about trucks or pleasure cars can do this for his country. He can volunteer his services to the quartermaster's corps when volunteers are called for this unit, or he can enlist in the quartermaster's section of the enlisted reserve corps.

If you are the manager of a department store delivery service; if you are a business man using a large number of trucks for heavy hauling; if you

are the owner or manager of a garage; if you have knowledge of large numbers of men who drive, men who repair and men who understand the operation of trucks—you can organize a motor truck company and offer it to the quartermaster's corps.

But bear this in mind. The army doesn't want—or need YOUR trucks. The army does not contemplate purchasing second-hand motor trucks of any kind. What it does want is men—trained men. The army can and will buy all the trucks it needs; and it will buy the kind of trucks that experience has shown are most valuable and satisfactory for the demands to be made upon them. In this way the quartermaster's corps obtains not only what it knows it wants, but also obtains a uniformity of equipment which is of vital importance in the matter of keeping the equipment supplied with spare parts.

So get your men together, you who are connected with trucks and trucking. Form the personnel of your motor truck company and trust the Q. M. C. to obtain the equipment. Here's What Corps Shall Include

Now, a motor truck company is not a loosely organized unit formed at your pleasure and according to your ideas. The quartermaster's corps has specified definitely that a motor truck company shall consist of the following:

One truckmaster sergeant, first class.

Three assistant truckmaster sergeants.

One machinist, sergeant.

One helper, corporal.

One cook.

One watchman, private, first class.

One trumpeter messenger, private first class.

Thirty-one chauffeurs, sergeants.

Twenty-seven cargo trucks.

One repair and kitchen truck.

One motor car.

One motor car runabout.

This personnel may be increased by thirty assistant chauffeurs for war duty and an extra cook. The assistant chauffeurs are not only to replace those which may be killed or wounded, but to aid loading and unloading; expedite repairs, assist in getting a truck out of difficulty and to keep the trucks going night, as well as day, if necessary.

Let there be no misapprehension re-

garding the personal risk the members of motor truck companies must take. Let it be said roundly that any reader who is looking for a safe job had better not join the motor truck company. A motor truck cannot crawl into a trench and hide. It cannot climb a tree. It cannot hide behind a tree and it cannot run away. And when an enemy battery gets the range on a good road there are many better and fewer places to be than on the front seat of a motor truck in the Q. M. C. service.

There is no dodging shells or issues in war. Those trucks have to move—and they must be kept moving, and one or two or a dozen blown into bloody fragments will not halt the procession. The men in the trenches must eat and must have ammunition—and that is all that matters.

A commissioned officer in the Q. M. C. is invested with the same standing, dignity, prestige and authority as in any other branch of the service. The enlisted man, private or first sergeant, has, if anything, greater dignity than invests the private or sergeant of many other branches of the service. Because this work requires picked men, and the best of picked men are chosen for motor truck work.

A non-commissioned officer must know all the things necessary to carrying for himself that any other soldier is supposed to know; and in addition to that, he must know how to take care of his truck. It is infinitely more important that 3,000 pounds of food or ammunition or arms get to its destination unharmed and on time than that Jones, or Harris, or Johnson, driving, arrive with it unscathed. A loaded truck is infinitely more valuable than a man. So the chauffeur who actually drives, as well as those who are hated as machinists and helpers, must know not only how to guide a motor transport over a road without upsetting it or bumping something else off the highway, but how to take care of it, repair it, protect it and rescue it, if it is within mortal power to do so.

Of course, the quartermaster officers do not expect the motor transport driver to be able to carry his truck to its destination on his back after a forty-two centimeter shell has romped through its engine and run off with the transmission. All that is expected of him is that he be a better driver and a better mechanic on the road in time of war than he ever was while delivering coal or beefsteak or hot-house plants to fault-finding citizens in time of peace, and that he obey orders instantly, no matter what the orders are.

Machinists Play Important Part

As to the machinists, a machinist in a truck company in active service isn't expected to do anything outside of the routine of duty but eat and sleep, and not much of that. And no man has any more real responsibility than this same machinist, not even excepting the truckmaster, who has charge of the forty men and the twenty-seven trucks of the company.

Trucks do not last very long in war service. They would not last a day if it were not for the care they receive. While the chauffeur is responsible for much of the care of his machine, it is the machinist who must have strength and nerve and ability enough to take care of all twenty-seven trucks at once, when they need attention.

The United States army has no relatives and plays no favorites in the matter of promotions. You can enter the service as a private and run errands at the start; as a sergeant and be truckmaster and have charge of forty men and twenty-seven trucks; as a sergeant and be assistant truckmaster in charge of nine trucks, or as a captain and have charge of a whole flock of them—the step ahead is the step you can take only because of the way you handle your job! No service in the whole arm offers a greater chance for the man who has initiative and brains, brawn and courage.

The chap who drives a transport can't carry a heavy truck and wander over the country like the infantryman who, on account of a sore foot or a yellow streak, falls behind his company and gets lost, or captured, or killed. The transport driver has to be responsible for himself and the valuable property in his care, which means so much to those up ahead. Hence the need of motor truck soldiers who are qualified to assume responsibility; who can act under orders as well as any other soldier, but who have the initiative and the pluck to face unusual situations with grit and resourcefulness enough to carry them off. It is for these reasons that the service wants PICKED men, and wants them to demonstrate that they are picked men by going ahead. The job is yours just so long as you can hold it. The best way to keep the fellow below you from scrambling into your place and crowding you off into oblivion is for you to get a strangle hold on the job of the man just above you. He'll get promoted—or killed—and you'll get his place.

And for all this what do you get? Aiding Your Country is Best Reward

Well, first of all you get the satisfaction of being an important factor in the prosecution of a war waged in the interests of universal humanity and with the object of permanent peace at the end. Isn't that compensation enough, almost? Isn't it? Does something for the country—something not everyone can do. You get clothes and food and medical attendance and shelter and transportation and training—and pay. The salary isn't tremendous; but men don't go to war for salaries.

A first-class sergeant gets \$45 a month, if he serves in any part of the United States except Alaska or the Philippines in which countries, or in China, and probably in any other foreign country, he will get \$54 a month. A sergeant gets \$36 to \$43.20; a cook, \$30 or \$36; a corporal, \$24 or \$28.80; a first-class private, \$18 or \$21.60, and everyone gets a flat 20 per cent increase in time of actual war service. And this is the way you get about getting one of these jobs. A blank, which can be obtained at any army recruiting station, army post or depot, or upon application to the quartermaster general of the army, Washington, D. C., should be filled out in your handwriting and submitted to the nearest postmaster, army recruiting officer, or the commanding officer of an army post or station.

You must defray your own expenses to the place of enlistment if there are no facilities for enlistment where you

## Chandler Price Must Advance \$200 June 30th

The price of the Chandler Six becomes \$1595 on the first day of July. The present model, identically the same car, will be continued after that date.

Until that date the price remains \$1395

It has always been a basic part of Chandler policy to keep the Chandler price low

We have kept it low. Men considered the original Chandler price of \$1785 established four years ago an impossible price. Later when the Chandler Company reduced that price to \$1595 the trade thought we were courting disaster. Further reductions came as a positive shock to the industry.

Meanwhile the Chandler Company prospered and Chandler business grew to front rank proportions. The Chandler car was never cheapened, but, rather, improved and refined from season to season until the whole motor car purchasing public has come to recognize the Chandler car as a car of surpassing values.

Our whole purpose has been to build the best light-weight Six and sell it at the lowest possible price.

We have sold the Chandler car for hundreds of dollars less than cars of similar quality

We have built into the Chandler car, as fundamental features of construction and equipment, the most important features which are characteristic of the highest priced cars of all types—features which are not found in other medium-priced Sixes, or found, at best, to very slight degree.

Now, however, the Chandler price must be advanced

It must be materially advanced to cover greatly increased costs which have arisen this Spring by reason of unprecedented conditions in the material supply and labor markets and in problems of transportation.

Production costs throughout the past three months have advanced steadily and in long strides.

At \$1595 the Chandler car will still be under-priced

It will be distinctly under-priced, as compared to other cars which some may consider of similar quality. By test of any conceivable comparison this statement is a provable fact.

While the \$1395 price holds, the demand will continue to greatly exceed our production, and we cannot guarantee deliveries.

FIVE ATTRACTIVE CHANDLER TYPES OF BODY

Seven-Passenger Touring Car, \$1395	Four-Passenger Roadster, \$1395.
Seven Pass. Convertible Sedan (Fisher built) \$2095	Four-Pass. Convertible Coupe (Fisher built), \$1995
	Limousine, \$2695.

All prices f. o. b. Cleveland

CHANDLER MOTOR CAR COMPANY, Cleveland, Ohio

## The von Hamm-Young Co., Ltd.

DEALERS

Honolulu Hilo

have submitted to the required physical examination. Do not be frightened away because of any fancied difficulties in the examinations. Certain books and manuals are recommended for study. An oral examination covering matters of administration, general duties, military law, hippo and transportation is given, following a physical examination, but requirements of which are neither so easy as to admit unqualified men or so difficult as to keep out mentally alert men who are willing to do the reasonable amount of study work required to master the elements of knowledge absolutely necessary for qualification.

### OF INTEREST TO WIVES OF AUTOISTS

Wash satin is one of the new and popular materials used for spring garments. The goods is proving so satisfactory that it is appearing in children's coats for all uses. In touring the satin sheds dust, is fairly water proof and comes in all of the desirable colors. Diminutive raglan models are chosen, cut very full around the bottom. The coats are lined with dainty pussy willow silk.

Panel parasols are new and are suggestive of awning material. The satin is alternate navy blue and tan panels, and the frame, a saucy pagoda shape, turns up each rib at the end, which is tipped with a flat ivory tip to match the handle. Barrel shaped parasols, covered with khaki kool silk in gray patterns, are decidedly modish and gay. To be in keeping they should be made of the same pattern silk as the sport skirts.

Irish homespun in pea green is used in an extra coat in semi-Norfolk model. The coat is lined with green and gold and shaded silk, and has large buttons of mother of pearl, with belt buckle to match. Another top coat in sand colored tweed is in a

some color. The coat is unlined. On cool days an old blue, sleeveless waistcoat is worn under the coat. The material of which it is made is one of the novelty materials used so much this season which seems to be nameless.

Black octagonal mesh veils have red, white and blue polka dots grouped in a diamond pattern over the surface. Double veils of black or white chiffon lined with a becoming color, are finished with a deep hemstitched hem. The veils are both square and scarf shaped. The Shetland veils, having gay Scotch borders, are very popular for use with plain sailor hats, and they wash beautifully.

Westbury coats are very smart for touring wear. One in sulphur colored tweed has the contrasting note added by large black buttons and a wide patent leather belt. A gold Bolivia cloth in a long trench model also has a patent leather belt. This coat is unusually full, which means comfort for touring use. The smartest sport coat of the season so far is one of American beauty silk poplin. It is cut very full and has the scarf collar, through which is woven a tan strip, and a tan fringe is mixed with the beauty color on the ends. The girdle matches the coat. Novelty plaid materials also are used in sport coats this season, light hues of the ground shade forming the plaids, or black lines forming the contrast on gray colored garments.

Novel among sweaters is the middy model in black silk, having white angora collar and cuffs. The sweater is knitted to fit snugly to the waist line, and from there to just below the hips it is purled or ribbed to fit very close. Another unusual sweater is in pink and gray plaid, with black collar, cuffs and girdle. Sweater waistcoats are especially good for touring, as they are warm and not bulky.

The contest board of the American

plonship on account of the few speed ways that will be active. It also has allowed Aitkens' 100-mile record of 56:37.65, made in the Peugeot at Sheephead Bay on Oct. 28, 1916. As a result of war conditions the Oldfield dinner in Cincinnati has been temporarily postponed.

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### SERVEDITORIAL

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# Willard STORAGE BATTERY